

QUEER LITTLE FACTS

Longevity of Car Wheels.

Has anybody ever stopped to think how many miles the wheels of a railroad car travel before they wear out? Statistics gathered from various roads show that perfect car wheels often roll from three hundred thousand to four hundred and fifty thousand miles before they have to be turned down.

Wheels with flaws in them run only about fifty to ninety thousand miles.

Peruvians as Engineers.

Next to the Romans, the ancient Peruvians were perhaps the most efficient civil engineers. Their roads were marvelous, and one, the highway from Quito into the Chilean dominion, was one of the most remarkable roads the world has ever known. It was twenty feet wide and two thousand miles in length, passing over snow capped mountains, through canyons cut for miles through the solid rock, and across turbulent mountain streams and rivers. The feat of constructing this road might well try the skill of our best modern engineers.

How Shoes Are Made.

Fifty years ago the farmers of New England made their own shoes, but since the introduction of machinery the home made article has vanished.

A factory employs on an average two hundred to three hundred people, who can turn out two thousand to twenty-five hundred pairs of shoes a day. No single operator makes a complete shoe. One cuts out the soles, another the uppers, and another the heels. One operator will make the buttonholes, another the hems, and another sews on the buttons, each one using a separate machine.

A buttonhole machine will make about five thousand holes a day, and it is calculated that each pair of shoes passes through more than fifty hands before it is ready to wear.

Discovery of Dresden China.

Dresden china was discovered through accident. John Frederick Botcher was a chemist's assistant in Berlin about 1700. At that time all potters were endeavoring to discover a means of making translucent china, but in vain.

Botcher, having fallen under suspicion of being an alchemist, was obliged to leave Berlin and take refuge in Saxony. Augustus II was Elector of Saxony, and in a hope of finding the secret of the philosopher's stone he placed young Botcher in a laboratory with orders to carry on his experiments. While working along the lines designated by the Elector, Botcher surprised himself by discovering something akin to Chinese porcelain. He was at once bidden by the King to pursue the quest of making china. He might have continued his endeavors for many years, had not an accident given him the key to the translucent china.

A wealthy iron founder was riding on horseback near Aue in Saxony, when he noticed that his horse lifted its feet with difficulty. On examination he found that the animal's hoofs were filled with a peculiar white clay. More out of curiosity than anything else, he took some of this clay home with him, and succeeded in making it into a fine white powder. Through chance Botcher obtained some of this powder and found that it was the long-sought kaolin.

The secret of the translucent china was solved, and the King ordered a china factory to be built, of which Botcher was the head.

Our Big Guns.

A war department official was speaking of the heavy expense incident to target practice with the big coast defense guns.

"It is true," he said, "that by inserting a small bore into a block fitted into the big gun, you can get drill practice, and even target practice to a degree, at small expense; but it is, after all, a makeshift. But what are you to do? We are making larger guns than any nation in the world now. There is a sixteen-inch gun at Sandy Hook, for instance, which is sixty feet long and weighs one hundred and thirty tons. To fire that gun costs at the very least fifteen hundred dollars for the charge alone.

to say nothing of the wear on the gun. We assume that it can be fired three hundred times before the lining is worn out; but it is doubtful if it would last that long. To build that gun cost about one hundred and fifty thousand dollars.

"Now, that gun has a range of about thirty miles, and its projectile weighs about a ton and a quarter, and a thousand pounds of smokeless powder is used to drive it. If it ever hit a battleship—well, there has never yet been anything that could withstand the shock. But it must hit—that's the point—and to be sure of hitting gunners must have practice. I really think that, enormous as the cost is, it is truer economy to spend larger sums on target practice."

Origin of the Bayonet.

The bayonet was so named because it was invented at Bayonet, France, about 1647. It was used by the French with success at the battle of Killiecrankie in 1689. The British army adopted the bayonet in 1693.

How the Pendulum Was Found.

Like many of the commonest mechanical instruments in daily use, the invention of the pendulum is due entirely to chance. Galileo, when under twenty years of age, was standing one day in the metropolitan church of Pisa, while some painters were at work on the ceiling of the church.

A suspended lamp which was hanging before the altar was disturbed in some manner, and the scintillating star with the almost perfect regularity with which it swung back and forth. The idea of measuring time by such an instrument found instant generation in his brain, and he completed the system in use to this day.

The Earliest Telegraphs.

The telegraph is only a natural evolution. Long before Morse was born, the American Indians telegraphed messages by means of the smoke from a fire, which was caused to rise at certain intervals by means of fanning a blanket.

The natives of Central Africa likewise have a telegraph system of their own design. This consists of a number of large drums which are beaten with a heavy stick, and can be heard for surprisingly long distances. These drum signals are also used by the Bakubas, and in New Guinea. The inhabitants thumb away at their code of messages on these drums, and the natives often spend hours in conversing with the neighboring tribes through the drum signals.

The Invention of Armor.

The idea of the invention of armor for the protection of the body from weapons came from the ancients, who, noticing the natural armor of various kinds of animals, particularly the armadillo, imitated it.

In early times before metal was used in armor making the warriors used rough hides to several thicknesses, and the first armor ever worn was made from slices taken from the hoofs of horses and fastened together with pegs. Fish scales and the scales of large snakes were also gathered and fastened together until they formed a thick layer and were used as armor.

The armor of the Middle Ages was a continuation of the ancient kind, made in the form of scales of iron or steel. Certain kinds of mail used in early times in England were copied from the shells of crabs and lobsters.

Desiccated Milk.

A new process for reducing milk to a powder which conserves all the qualities of fresh milk—its taste and appearance, nutritive value, and digestibility—is proving to be a great success.

The milk is fed in jets from a perforated supply tube, at a rate of from eighty to one hundred gallons an hour, upon two hollow steel cylinders five feet in length by thirty inches in diameter, revolving in opposite directions, about one-sixteenth of an inch apart, from ten to fifteen turns a minute. These cylinders are heated by steam at a pressure of three atmospheres to a temperature of about two hundred and forty degrees Fahrenheit. The milk, oozing slowly

ly through the narrow space, is taken up by adhesion to the heated surfaces, and passes round under the cylinders as a thin, almost invisible film of dried milk, having about the thickness of heavy paper.

When three-fifths of the cylinder's revolution has been completed, this white film of dried and sterilized milk is peeled off by a knife or scraped and falls into a receptacle, whence it is removed and passed through a coarse sieve, becoming a flour of milk, containing the exact qualities of the original liquid.

Twenty-two gallons of full rich milk will yield about twenty-seven pounds of the meal, containing twenty-eight to thirty per cent of butter and a full complement of casein, sugar, and phosphates. The flour has about one-seventh of the weight of the milk from which it was condensed, and can be shipped in bales or boxes, or canned for preservation indefinitely. It has only to be dissolved in water at a temperature of one hundred and seventy degrees Fahrenheit to be reconverted into liquid milk of the purest quality.

Eggs, mixed with warm water by a rotary pump and passed through the drying machine, produce a light yellowish meal having all the nutritive qualities of the natural eggs, capable of indefinite preservation, and perfectly adapted to the making of omelets, custards, and other forms of food.

There are one hundred and forty of these machines in operation in continental Europe, and ten in Argentina.

At the Astoria.

"What a naughty manner that elevator boy has!"
"Yes, he takes titled people down constantly."—Broadway Magazine.

Sunday Excursion to Mathews County by Old Dominion Steamer.

The Old Dominion Line Steamer, *Montauk*, will make special excursion to Mathews county, Sunday next, May 12; leaving Old Point 8 a. m. Fare, round trip, \$1.10.

W. S. WOODROW, W. H. LANDON, Traffic Manager, Agent, New York, Newport News, Va. 5-112t

NOTICE.

The C. & O. Ferry Steamer *Callahan* will make a special trip from Pine Beach pier to Newport News, leaving Pine Beach pier at 9 p. m., Monday, May 13th. 5-112t

EXCURSION.

To Jamestown Island and Yorktown, on big steel steamer "Montauk" To Yorktown on Sunday, May 12th and Jamestown Island Monday, May 13. See notice in this paper. 5-103t



Monuments!

Large stock of finished memorials, in granite and marble always on hand. A postal will bring our representative at your door with a full line of designs and samples.

LAWSON & NEWTON

Granite and Marble Dealers, NORFOLK : : : VIRGINIA. Cor. 11th & William street.

Notice!

To My Patrons:

On May 1st I severed my connection with Dabney Brokerage Company, taking with me the brokerage department. I represent the largest flour mills in the world. I have a nice line of Western Hay and Grain shippers and will be able to quote you rock bottom prices on direct shipments at all times. I am indeed grateful for past favors and trust that my dealings with you merit a continuation of your further valued favors.

Yours truly,

R. D. Holloway

2517 Washington Avenue.
Bell Phone 144.
City Phone 154.
Residence Phone, Bell 444.

FERRY TO EXPOSITION

Running between Hampton and the Commercial Pier at Jamestown Grounds.

STEAMER ELENA

Leaving on the following schedule:

Hampton.	Old Point.	Ex. Grounds.
6:30 A. M.	7:30 A. M.	7:30 A. M.
8:30 A. M.	9:30 A. M.	9:30 A. M.
10:30 A. M.	11:30 A. M.	11:30 A. M.
12:30 A. M.	1:30 P. M.	1:30 P. M.
2:30 P. M.	3:30 P. M.	3:30 P. M.
4:30 P. M.	5:30 P. M.	5:30 P. M.
6:30 P. M.	7:30 P. M.	7:30 P. M.
8:30 P. M.	9:30 P. M.	9:30 P. M.
10:30 P. M.	11:30 P. M.	11:30 P. M.

Schedule Subject to Change Without Notice.

Fare one Way 25c. Round Trip 40c.

Tennis Construction Co.

Water Belt Line.

"THE SIGHTSEEING TRIP" ON HAMPTON ROADS.

Steamers "GEN. J. A. DUMONT," "VERONA" and "OSSINING" will run daily between NORFOLK (pier foot of Commercial Place), EXPOSITION GROUNDS (Pine Beach pier), OLD POINT and FORT MONROE (Government wharf, Old Point), NEWPORT NEWS (Pier "A"), sailing through the assembled WAR SHIP squadrons, as follows: (Effective May 7th.)

Read Down—Going a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
Lv. Norfolk	7:00	7:30	9:00	10:30	1:00	3:00	4:45	7:30	8:30
Lv. Exposition	7:45	8:15	9:45	11:15	1:45	3:45	5:30	8:15	9:15
Lv. Old Point	8:30	9:00	10:30	12:00	2:30	4:30	6:15	9:00	10:00
Ar. Newport News	8:30	9:00	10:30	12:45	3:15	5:15	7:00	9:45	10:45
Read Down—Coming a m	a m	a m	a m	a m	a m	a m	a m	a m	a m
Lv. Newport News	8:45	9:15	1:00	3:15	5:30	7:15	9:00	10:45	11:45
Lv. Old Point	9:30	10:00	1:45	3:45	5:45	7:30	9:15	11:00	12:00
Lv. Exposition	10:15	10:45	2:30	4:15	6:15	8:00	9:45	11:30	12:30
Ar. Norfolk	10:15	10:45	2:30	4:15	6:15	8:00	9:45	11:30	12:30

MOONLIGHT EXCURSION.—Fare 50c. Steamer "General J. A. Dumont" will leave Norfolk at 8:30 p. m. for a trip through the fleet, touching Exposition Grounds and Fort Monroe.

*Boats for sightseeing trip, touching at all points.

FARES.—25c. between points. 50c. round trip between Norfolk and Fort Monroe (through the Warships, with stopover at Exposition or Fort Monroe. \$1.00 Round trip "Sightseeing" via Old Point and Newport News, with unlimited stopover privileges at all points.

THE ONLY EXCURSION LINE LANDING REGULARLY AT OLD POINT AND FORT MONROE.

SPECIAL SERVICE between Old Point and Exposition (Commercial Pier.) Steamer OSSINING will leave Old Point for Exposition on the even hour between 9:00 a. m. and 5:00 p. m. Returning leave Exposition on the HALF HOUR.

Chesapeake & Ohio Railway

FERRY SERVICE TO THE EXPOSITION.

SPACIOUS FERRY BOAT

"CALLAHAN"

CAPACITY, 2,500.

DAILY SCHEDULE BETWEEN C. & O. PASSENGER PIER AND PINE BEACH PIER.

Lv. Newport News For Pine Beach:	Lv. Pine Beach For Newport News:
3:00 A. M.	9:00 A. M.
10:30 A. M.	11:30 A. M.
1:00 P. M.	2:00 P. M.
3:30 P. M.	4:30 P. M.
5:30 P. M.	6:30 P. M.

EXCURSION TO HISTORIC POINTS

TO

Jamestown Island and Yorktown, Va.

On the Big Steel Steamer

"MONTAUK"

Buffet and Cafe Service at City Prices. Staterooms can be secured by applying to Purser.

To Yorktown, Va.,
SUNDAY, MAY 12.

Leave Norfolk, foot of City Hall Ave., one square from Monticello Hotel, 9:00 o'clock A. M.

Leave Newport News, Pier A, foot of Twenty-fifth Street, 10 o'clock A. M.

Leave Old Point 11 o'clock A. M.

To Jamestown, Va.,
MONDAY, MAY 13.

"JAMESTOWN DAY."

Leave Norfolk, foot of City Hall Avenue, one square from Monticello Hotel, 9 o'clock A. M.

Leave Newport News, Pier A, foot of Twenty-fifth Street, 10:00 A. m.

Ample stop-over will be allowed at each place. Tickets on sale hotels and drug stores, good for either Jamestown or Yorktown Excursions.

FARE: Round Trip : : : : : \$1.00.

By Day and Night

For Jamestown Day

The Hampton Roads Traction Company will provide special facilities for Peninsula people and visitors to this section. Cars over the Boulevard line will be operated throughout Monday evening to enable the people of this section to witness the

Magnificent Electric Display on Land and Water.

TRANSPORTATION GUIDE.

Chesapeake & Ohio Railway

HOURS THE QUICKEST LINE

See E. W. Robinson, Agent C. & O. Ry. Before arranging for your trip. Through Trains, Vestibuled, Electric Lighted, Steam Heated, Dining Cars a La Carte through the grandest scenery East of the Rocky Mountains.

For Richmond, Cincinnati, Indianapolis, Nashville, Chicago, Louisville, Nashville, Memphis, West and Southwest.

10:10 A. M. and 5:25 P. M. daily.

Local for Richmond and James River Points:

7:40 A. M., daily.
Local for Richmond:
6:40 P. M., daily.

CHESAPEAKE & OHIO RY. Ferry Service to the Exposition Between Newport News and Pine Beach Pier.

Spacious Ferry Boat "CALLAHAN" Leaves Newport News from C. & O. Passenger Pier.

Daily Schedule.

Lv. Newport News:	Lv. Pine Beach Pier
8:00 A. M.	9:00 A. M.
10:30 A. M.	11:30 A. M.
1:00 P. M.	2:00 P. M.
3:30 P. M.	4:30 P. M.
6:30 P. M.	6:30 P. M.

MERCHANTS & MINERS TRANS CO.

Steamship Lines.

Passenger & Freight.

Newport News to Baltimore.

Every Mon., Thurs., Fri., Sat., and Sun. 6 p. m. Fare \$3.00 One Way, \$5.00 Round Trip, including Stateroom Berth. Tickets to All Ports.

Norfolk to Boston.

Every Sun., Tues., Wed. and Fri. 6 p. m.

Norfolk to Providence.

Every Mon., Thurs. and Sat. 6 p. m.

For tickets and further information, apply to D. R. McKILL, A.

Norfolk & Washington Steamboat Co.

The new and powerful Iron Palace steamers, Newport News, Washington and Norfolk will leave daily as follows:

NORTHBOUND.	
Leave Portsmouth, foot of North street	5:00 p.m.
Leave Norfolk, foot of Water street	6:00 p.m.
Leave Old Point Comfort	7:00 p.m.
Arrive in Philadelphia, Penn. R. R.	10:50 a.m.
Arrive in Philadelphia, B. & O. R. R.	11:10 a.m.
Arrive in New York, Penn. R. R.	1:10 p.m.
Arrive in New York, B. & O. R. R.	3:00 p.m.

SO THBOUND.

Lv. New York, Penn. R. R.	12:00 p.m.
Lv. New York, B. & O. R. R.	1:00 p.m.
Lv. Philadelphia, Penn. R. R.	2:55 p.m.
Lv. Phila., B. & O. R. R.	2:08 p.m.
Ar. Washington, Penn. R. R.	6:10 p.m.
Ar. Wash., B. & O. R. R.	5:50 p.m.
Lv. Washington	6:30 p.m.
Ar. Old Point Comfort	7:00 a.m.
Ar. Norfolk	8:00 a.m.
Ar. Portsmouth	8:30 a.m.

*Daily. **Daily except Sunday.

The trip down the historic Potomac River and Chesapeake Bay on the elegant steamers of this company is unsurpassed. The steamers are comparatively new, having been built in 1891, and are fitted up in the most luxurious manner, with electric lights, call bells and steam heat in each room. The tables are supplied with every delicacy of the season from the markets of Washington and Norfolk. For tickets, reservation of staterooms, and further information, apply to D. J. CALLAHAN, Agent, Norfolk, Va.

Clyde Steamship Co.

Steamers to Philadelphia MONDAY, THURSDAY and SATURDAY.

Sailing from Philadelphia, Tuesday, Thursday and Saturday.

Freight received and delivered daily at C. & O. Pier No. 6. Office, River Road. JAS. W. McCARRICK, Gen. Southern Agt.

CLYDE STEAMSHIP CO.

12 South Delaware Avenue, Philadelphia, Pa.

ANCHOR LINE

GLASGOW and LONDONDERRY

SAILING FROM NEW YORK EVERY SATURDAY.

New Twin Screw Steamships

"CALEDONIA" and "COLUMBIA."

Average Passage 7 1/2 days.

AND FAVORITE STEAMSHIPS

"Astoria" and "Furnessia."

For rates of cabin, second cabin or third-class passage, Book of Hours and further information apply to HENDERSON BROTHERS, New York or JAMES SCRIMGEOUR, Newport News, Va.

Norfolk Ferry Schedule

Pine Beach Route, Steamer Endeavor

Leaves Ivy avenue pier for Pine Beach or Norfolk 8:45, 9:30, 10:30 A. M., 12 M., 2:00, 3:00, 4:30, 6:00, 7:30 and 9:00 P. M.

Leave Norfolk, 7:30, 9:00, 10:30 A. M. and 12:00 M., 1:20, 3:00, 4:20, 6:00, 7:30 and 9:00 P. M.

*Daily except Sunday. **Sunday only.

Schedule subject to change without notice.